

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,231 號肆十叁百貳千叁萬壹第 日肆十初月柒年六十二緒光 HONGKONG, WEDNESDAY, AUGUST 8TH, 1900. 叁拜禮 號捌月捌年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

IN HOT CLIMATES
DRINK
RAINIER BEER.
IT BENEFITS THE STOMACH,
KIDNEYS AND LIVER.
SOLE IMPORTERS—
A. S. WATSON & CO.,
LIMITED.
ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
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LANE, CRAWFORD & CO.
HONGKONG.
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & Co.'s Selection.
Sole Agents for
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN
NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE:
WEEK DAYS.
7.30 a.m. to 8.30 a.m. ... Every quarter of an hour
8.30 a.m. to 9.30 a.m. ... Every ten minutes.
9.30 a.m. to 10.45 a.m. ... Every quarter of an hour
10.45 a.m. to 11.45 a.m. ... Every quarter of an hour
11.45 a.m. to 1.15 p.m. ... Every quarter of an hour
1.15 p.m. to 2.45 p.m. ... Every quarter of an hour
2.45 p.m. to 4.15 p.m. ... Every quarter of an hour
4.15 p.m. to 5.45 p.m. ... Every quarter of an hour
5.45 p.m. to 6.45 p.m. ... Every quarter of an hour
6.45 p.m. to 7.45 p.m. ... Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.15 a.m. to 10.15 a.m. ... Every half hour
10.30 a.m. to 11.30 a.m. ... Every ten minutes
11.30 a.m. to 1.30 p.m. ... Every quarter of an hour
1.30 p.m. to 2.30 p.m. ... Every quarter of an hour
2.30 p.m. to 4.30 p.m. ... Every quarter of an hour
4.30 p.m. to 5.30 p.m. ... Every quarter of an hour
5.30 p.m. to 6.30 p.m. ... Every quarter of an hour
6.30 p.m. to 7.30 p.m. ... Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

WING CHEONG.
Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONEWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHS,
AND
GENERAL EXPORTERS.
We beg to inform the Ladies and Gentlemen
of this Colony that we commenced Business on
the 11th April, 1900, and we solicit their kind
patronage.
Nos. 1 & 3, D'ARQUILL STREET,
Hongkong, 5th April, 1900.

THE FIGHTING AT TIENTSIN.
WE HAVE A SMALL QUANTITY OF
PLANS OF TIENTSIN
FOR SALE.
Price ... 75 Cents each.

THE Plans show the latest extensions in the
Foreign Settlements at Tientsin, position
of the Public Buildings, &c.
Printed by Messrs. JOHN BARTHOLOMEW
AND Co., Edinburgh.

"DAILY PRESS" OFFICE.
Hongkong, 17th July, 1900.

FOR BATHING PARTIES.



Telephone 75.

CHERRY WHISKY
CHERRY BRANDY
BLACKBERRY BRANDY
Only the Best Brands kept in
stock.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road.

COTTAM & CO.

HONGKONG HOTEL,
FOR
OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c., &c.

FRENCH ISIGNY BUTTER.

FRESH SUPPLY JUST RECEIVED

IN PRIME CONDITION.

PRICE PER 1 LB. TIN ... \$0.80
" " 2 " " " " " " " " \$1.55

LANE, CRAWFORD & CO.

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EASTMAN KODAK'S FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
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CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT,

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

VERY SOFT SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE.
AGENTS—**SIEMSEN & CO., HONGKONG.**

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WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.

RASPBERRY. BANANA.
BLACKBERRY. STRAWBERRY.
LEMON. LEMON SQUASH.
PEACH. ORANGE.
PINEAPPLE. CHERRY, &c., &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

68, QUEEN'S ROAD CENTRAL, HONGKONG.

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, HONGKONG and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
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MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM
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J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL.
Entrance: ICE HOUSE STREET (New Victoria Hotel)

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SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

THE VICTORIA DISPENSARY, HONGKONG.

SIMPLE AERATED WATER.

LEMONADE. SODA WATER.
SARSAPARILLA. GINGER ALE.
TONIC WATER. RASPBERRYADE.
LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.
ROBINSON PIANO CO., LD.

BLATZ.

THE STAR MILWAUKEE BEER.

PER CASE OF 10 DOZ. PINTS ... \$25.00

SOLE AGENTS—

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SANDOW'S OWN COMBINED
DEVELOPERS.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Emballing a speciality.
McKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST,
Hongkong, 3rd November, 1899.

AMERICAN PORTABLE WOODEN HOUSES

THE Undersigned have been appointed
AGENTS, and are prepared to accept
orders for a variety of designs.
Particulars on application to—
WOODS & CO.,
4, Queen's Road Central
Hongkong, 17th April, 1900.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900.

HOTEL.

HOTEL DE LA PAIX.

BOULEVARD CHABNER AND RUE
D'ORMY, SAIGON.

THE Undersigned respectfully beg to in-
form the Public that they will take over
the above ESTABLISHMENT from the 1st
August next.
They recommend their excellent Anglo-
French cuisine. Drinks of the best quality only
are served. Hongkong and Singapore papers
are forwarded. Three minutes' walk from the station.
RICHARDSON & CO.,
Proprietors.
Hongkong, 11th June 1900.

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

"BOA VISTA" HOTEL MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the magnificent Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 p.m., and Macao at 8 a.m.
Connection made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
J. H. CHESNEY,
Manager.
Telegraphic Address, "Boavista." [1034]

HING KEE HOTEL.

(ESTABLISHED 1873)
MACAO.

THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE." [1019]

VICTORIA HOTEL.

SHAM-EEEN-CANTON.
THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent Cuisine and best Wines.
The Hotel's Boat boards all Steamers on
their arrival and departure.
Telegraph address "VICTORIA, Canton."
A. B. C. and A. I. Codes used.
MABAR & FARMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November 1899. [44]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 174 QUEEN'S RD. CENTRAL, 1st FLOOR.A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

Established A.D. 1841.

CLARETS.

Per Case Per Case
12 Cases 24 Cases

St. ESTEPHE, Red Capsule \$ 6.96 \$ 7.56

St. JULIEN, Red Capsule 9.00 9.60

LA ROSE, Red Capsule 12.96 13.92

CHATEAU HAUT BRION LAB-

RIVET 18.60 19.20

CHATEAU MOUTON D'ARMAIL-

HACQ 21.00 22.20

CHATEAU PONTET CANET 25.00 —

CHATEAU LA TOUR CARNET ... 30.00 —

CHATEAU RAUZAN 42.00 —

CHATEAU LAFITE 49.00 —

These CLARETS are bought direct from

the leading French growers. The lowest

priced are of exceptional value and

guaranteed to be the genuine product of the

juice of the grape, and are not artificially

made as is generally the case with cheap

Wines.

CHATEAU LA TOUR CARNET,

CHATEAU RAUZAN, and CHATEAU

LAFITE are commended to the notice of

Connoisseurs as high-class after-dinner

Wines of a rich and rare character.

Sample bottles and smaller quantities will

be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to

be genuine only when bought direct from us

in the Colony or from our authorised Agents

at the Coast Ports.

A. S. WATSON & CO., LIMITED.

BIRTHS.

On the 30th of July, 1900, at Shanghai, the

wife of H. W. CARR, of a son.

On the 1st of August, 1900, at Shanghai, the

wife of FRANK B. PATRICKSON, of twins (son and

daughter).

The Daily Press.

HONGKONG, August 8th, 1900

In the Contemporary Review for July ap-

pear two articles on the situation in China;

one from the pen of Mr. DEMETRIUS C.

BOULENGER and the other by Mr. ARTHUR

SOWERBY, who has just returned to England

after some twenty years' residence in China.

Mr. SOWERBY's contribution is mainly a

short résumé of the causes which led up to

the present crisis, at the end of which he

concludes that the Empress Dowager's clique

was to a certain extent induced to take the

"Boxer" movement under its protection

owing to the failure of the attempt to crush

completely the reform party and the know-

ledge that many sympathisers with that

party were scattered over the Empire. The

countenance given to the *I Ho Chuan* was a

bid for popularity without any heed whether

the disturbance would lead. "Is Russia

implicated?" asks Mr. SOWERBY. "There

is no evidence to that effect, only it is signi-

ficant that Russia has been the one power

"in ascendancy at Peking for some time

past, and it seems as if the Empress were

"even now looking to Russia for protection.

"There is no need to discredit Russia's pro-

"fession of a sincere desire to end the riots,

"but Russia must not be permitted to act

"alone." "Mr. Boulenger, who entitles his

article "The Scramble for China," is far

more Russophobic. At the commencement

he says: "I am firmly convinced that we

"are about to witness the beginning of the

"scramble for China, and the exposure of

"that hollow sham-designated policy of

for supremacy with Russia, he says, can

prevent this. The inevitable delay in the

proceedings against the Boxers and their

supporters at Peking afford facilities, he

continues, for intrigues that may have far-

reaching consequences. "When the subject

"of the necessary guarantees for the pay-

"ment of indemnities, and for the safety of

"foreigners employed on the railways, which

"have in a special degree excited the ire of

"the masses in China, because they have, of

"necessity, traversed their burial grounds,

"is raised, a long vista of territorial occupa-

"tions is at once revealed." It is rather

curious at this moment to read Mr. Boul-

enger's statement that the composition of the

international force for the occupation of

Peking will show Russia in great numerical

superiority. Presumably he was writing of

Admiral Seymour's command when he said:

"The English quota is composed of sailors

"and marines from the squadron in Chinese

"waters. Russia has on the spot a

"force that can be left at Peking perman-

"ently, without diminishing her power at sea

"or at Port Arthur." The arrival of twenty-

five British transports in China, coupled

with the difficulties which have beset Russia

not only in the neighbourhood of Port Ar-

thur but also along the Amur River, has

entirely upset Mr. Boulenger's predictions.

He ignores, moreover, the important factor

of Japan. It is therefore with less credence

that we read his statement that "it must be

"clear to anyone who faces the facts that

"the transition period will be followed by

"a division of China into 'spheres.'" It is

to be noted that Mr. Boulenger does not

think Britain is likely to come badly out of

the scramble if she only maintains a firm at-

titude about the Yangtze region, beginning

with a re-occupation of the Chusan group of

islands, and continuing by the raising of an

Anglo-Chinese army and the occupation in

the course of a few years of Chinkiang,

Nanking, Hankow, and Hankow, the other

Powers being left to take over the spheres

which they claim. The scheme is a pretty

one, but one which events will, we trust,

prove entirely unnecessary. It seems prob-

able at the present moment that Peking

will be reached first by a force composed

mainly of Japanese and British troops, and

if these Powers and the United States ad-

here to their declared intention of maintain-

ing the integrity of the Chinese Empire, the

opposition to this policy must be strong

indeed which will defeat it. Less than a

fortnight ago we discussed the question of

what was to follow the restoration of order

in the North. Subsequent events have

strengthened the case for the party in

favour of the integrity, or rather the re-es-

tablishment of China on a sound basis. In

offering so large a bribe as the Yangtze

region the advocates of dismemberment may

be said, in the historic phrase, to be "get-

ting near our price," but even from a purely

practical point of view the maintenance of

our traditional attitude is imperatively called

for.

The Hon. Treasurer of the Alice Memorial

and Northside Hospitals begs to acknowledge

with thanks the following donation to the funds

of the Hospitals:—Edin Medical Supply As-

sociation, £21.

The return of visitors during last week to the

City Hall Library and Museum shows that

403 non-Chinese and 168 Chinese visited the

former institution, 161 non-Chinese and 1,683

Chinese the latter.

The German Mail steamer *König Albert*, which

arrived from Shanghai yesterday, brought

down a large number of Poochow mis-

sionaries, with their wives and families. They

left their post on orders received from the

central authorities.

On Monday afternoon the body of a European

was found in the harbour near the Commissariat

Pier. The body was too decomposed to be re-

cognisable, and as it was naked with the

exception of a singlet, there is no clothing to

assist in identification. The police are making

A letter from a correspondent at Wuchow,

dated the 6th inst., reports that everything

was quiet then up to date.

It is stated that Sir Thomas Sutherland,

M.P., intends to retire from Parliamentary life

at the close of the present Parliament.

At a parade of the Shanghai Volunteer Corps

on the 1st inst. there were present some 700

men, of all arms, Major Brodie Clarke being in

command.

The P. & O. S. N. Co. inform us that their

hired transport *Sunda* left Calcutta on Sunday

afternoon, the 5th inst., and may be expected

to arrive in Hongkong about 17th August.

It is reported that the Japanese Finance

Department has decided to send a special official

to London and New York to report on the fi-

nancial situation. In April last a bureau was

established to deal with such reports. The ap-

pointment of the new official will be announced

shortly.

The U.S. gunboat *Nashville* left Nagasaki on

the 31st ult. for Taku, while the French gunboat

Caracane and cruiser *Descartes* reached Nag-

asaki on the 30th and 31st respectively. The

Caracane brought 60 wounded officers and men.The U.S. *Salace* on the 1st inst. brought 100

invalids and 94 wounded, all Americans.

General Guldakoff, Governor-General of

Eastern Siberia, is said to be superintending

military preparations at Vladivostok, where it

is expected that he will be presently joined by

Admiral Alexieff, for the purpose of holding a

conference. It is stated that orders have been

given to lay torpedoes at Nicolaisk, but this

report requires confirmation.

Lam Kwok, who was fined \$15 the other day

for selling lottery tickets, was yesterday seen

by Sergeant Terrett exhibiting a list of win-

ning numbers in Gage Street. He was taken to

the Police Court and charged with (1) exhibit-

ing a list of winning numbers and (2) deal-

ing in lottery tickets. For first offence he was

fined \$50 and for the second \$25.

A London telegram of the 19th ult. to Aus-

tralian papers states that the *Times* says that

Li Hung-chang, as the Dowager Empress's

agent, must be held responsible for the wide-

spread disaffection in the Yangtze provinces

and that his action in sending fifty thousand

Black Flags to Peking was evidently intended

to assist in promoting the present revolution

there.

On the 31st ult. a report was made to the

police by Mr. C. T. Letton that he had lost a pair

of pincenes, silk handkerchiefs, and \$5 in money

at the bathing-shed at Kowloon Point. Yesterday

morning a Chinese detective who was on duty

there seized a loafer who was going through

the pockets of the bathers, and found the miss-

ing silk handkerchief in his possession, and the

pincenes was subsequently found concealed in

the man's bed in his house by Sergeant Gourlay

and the detective.

In our issue of yesterday we reported that a

laluong had picked up \$1,000 in notes, which he

saw a Chinaman drop as he got into a ricksha

near the Clock Tower that morning. The same

evening a Chinaman presented himself at the

Central Police Station and reported that he had

lost two \$500 notes, and the \$1,000 was accord-

ingly handed to him, his description of the notes

being correct. It was suggested to him that

the lalung who found the notes was deserving

of some recompense, and after thinking the

matter over the owner of the notes disbursed \$10.

The turret steamer *Oik Branch* arrived at

Nagasaki on the 30th ult. from Port Arthur,

which she left on the previous Friday. Two or

three days before her departure, a party of

Chinese, about 20 in number, were found poison-

ing the wells a few miles outside Port Arthur.

The Chinese were summarily executed. On

Friday last a force of 2,000 Russian troops was

preparing to leave Port Arthur, to engage a

body of Chinese soldiers entrenched a few miles

from the town. Much excitement prevails and

martial law has been proclaimed throughout the

Russian possession on the peninsula.

H.M. Consul-General, Mr. Pelham Warren,

has communicated to the N.C. Daily News the

purpose of a despatch received by him on the 3rd

inst. from Mr. E. W. Mansfield, H.M. Consul

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 7th August, 9.21 p.m.

ALLIES ATTACK PEITSANG ON SUNDAY.

The allies attacked the Chinese entrenchments at Peitsang from both sides of the Peiho River on Sunday, the 5th inst.

CHINESE ROUTED AT HEAVY COST.

Heavy fighting took place for seven hours, after which the Chinese everywhere retreated. The British loss was 60 men, the Japanese loss heavy.

TIENTSIN AGAIN IN DANGER.

Tientsin is defended by 6,000 men and fourteen guns. The town is threatened by large Chinese forces.

PEKING PRISONERS IN PERIL ON THE 2ND INSTANT.

A Japanese report despatched from Peking on the 2nd inst. states that the condition of the Ministers is again dangerous.

REUTER'S SERVICE.

LONDON, 5th August.

THE WAR IN SOUTH AFRICA.

Four thousand men and nine guns have now been surrendered at Fouriesburg. The Boers have derailed a train to the south of Kroonstad, killing several men.

Lord Roberts reports that Commandant Olivier has repudiated his surrender, and is now between Harrismith and the Newmarket road. General Buller is following him.

THE NEW KING OF ITALY.

King Victor Emanuel has issued a vigorous proclamation, in which he promises to protect the institutions with a strong hand.

THE FUNERAL OF THE DUKE OF SAXE-COBURG.

The funeral of the Duke of Saxe-Coburg was solemn and impressive. The Queen's wreath was simply inscribed "From a sorrowing mother."

LONDON, 5th August.

THE SOUTH AFRICAN WAR.

The Boers have derailed and burned a train, near Hooning-spruit, conveying the American Consul going to Pretoria, which was flying the Stars and Stripes. The Boers took no prisoners.

A large quantity of explosives destined for the Boers has been discovered at Delagoa Bay owing to a fire in a cargo manifested as disinfectants.

Many residents in Pretoria have been banished for long periods for ill-treating Britishers during the war.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport *Jehang* arrived in the harbour late on Monday, bringing the details which we have already published.Yesterday H.M.S. *Goliath* left for Shanghai at 8 a.m. The transport *Nankin* also left yesterday, bound for Weihaiwei.

THE ATTACKS ON MISSIONS IN HUNAN.

THRILLING EXPERIENCES—CARRIED 300 LBS. IN A COFFIN.

There are at present staying with the Provincial Apostolic de Maria in Hongkong two Roman Catholic Missionaries from the Hunan province who in escaping from the infuriated mobs which attacked and destroyed their stations have had experiences which they are not likely to forget as long as they live.

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Hongkong, 15th September, 1899. [1756]

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Consultation Free.

Hongkong, 23rd September, 1891. [908]

NOTICE OF REMOVAL

THE Offices of the
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CHRONICLE & DIRECTORY,
have this day been removed to
9, PRAYA CENTRAL.
Entrances: East Lane, recently Messrs.
Wendell & Co.'s offices, behind Messrs. Shewan,
Tomes & Co.'s premises.
Hongkong 1st May, 1900.

OUR PARIS LETTER.

Paris, 6th July.

The Peking tragedy puts everything else into the shade. All the white residents abandoned their too-willing savanous being helpless, powerless; ambassadors massacred, anarchists triumphant, and the prospect of remedying the horrible situation anything but immediate, and next to impossible. Here no light is looming through the darkness of the Far East, and no authority sees its way. There is but scant information respecting the terrible events that have occurred. There is no faith, no confidence, in anything Chinese, lies with them have been threatened, bare; truth was employed too economically to be of business use now. The Celestials nursed their wrath, and have kept it warm. Since some years they have been buying, making, and storing up arms; now that they have taken to the war path they will soon acquire enough of rule skill to tell in the long run with effect; deaths do not count with them; they may lack strategy and tactics, but they can die obstinately: they know the advantage of cover when fighting, seek ambush, rely on trenches, and give no quarter. There is but too much reason to fear that the allies will not pull together to grapple the Chinese hydra; already there is more than a whisper that Russia is opposed to Japan taking the lead in restoring order in Chinese chaos. The Japanese have as good a right to do as Russia, and that would be some relief at once. People here but shake their heads when you speak of all the Powers acting together to quell and chastise the cruel acts perpetrated. Cortez did not find it easy to conquer the Mexicans, but a condominium of eight to subjugate, punish and administer China, approaches the ridiculous. And when the Powers come to that deadlock the common enemy will not be reduced to insignificance. M. Picton, the French Ambassador, was well known in Paris; he was a journalist of the Clemenceau school: was trained by the gentleman in fact. His fate is much deplored, as he was young—44 years of age—and gave every promise of turning out a very successful diplomatist.

At least three months are allowed before European forces of any magnitude can be concentrated in China. It is unknown where the seat of the Government may be fixed—or if there be any Government. The Empress is concluded to have escaped to Sagan, or has also been murdered. If Peking be now in ruins, there is no necessity, it is said, to await the transported down there. This is the worst season, and that will continue until October. Three months of severe winter must be reckoned with. It was only natural that the Kaiser would send out ships and soldiers to avenge the massacre of his ambassador; but 15,000 Prussians are only a mere drop in the Ocean. The proposal to wreck the imperial mausoleum, by way of revenge, is not at all approved of; the cult of the dead, of ancestors, is a religion that Christianity cannot violate. The departed are not bogus Mahdists. The French are busy fitting out their contingent of avengers; but the heart of the nation is not in the work. The expenditure of men and money to bring the Celestials to a sense of their situation will not be continued for a long time. France has other troubles nearer home to look after. M. Lanesan, Minister of Marine, is also an able doctor, physiologist, and naturalist. As ex-Governor of the Indo-China, he knows the Far East well. He has drawn up a Code of Instructions for the naval authorities to observe, which is eminently practical. During the rainy season—which is now—the inundations make all roads next to useless, and at no time are they kept in good order. The potable water in China is a veritable poison, and makes enteric certain; hence the fleets use distilled water, in the absence of this boiled water. The Chinese always make an infusion of tea. When on the march, the soldiers have the Lappoyère filter: 5 to 10 grammes of permanganate of potash per 1½ pints of water destroys any disease germs. The native brandy so plentiful in North China should also be viewed as another real poison; there is plenty of butchers' meat, poultry, and vegetables to be had, but the pork is not used, as it is always tainted by measles and trichinosis. Diarrhoe is to be guarded against, as it is often the prelude to cholera. In winter, the sailors are to wear knitted woollen stockings, and far waistcoats, which are cheap and easily obtained. South Africa continues to occupy but a secondary place since the Chinese anxieties have so suddenly burst upon Europe. To these must be added the general surprise that Lord Roberts is not able to wind up the war more quickly. The French Press—the mad organs excepted—while recognizing full well that the rebellion is finished, not the less twist England upon the successes gained by the roving Boers, and that too within the British lines! English people on the Continent feel that Roberts has been dealing much too leniently with his foe. No other nation would so act. It is being constantly asked, what has become of the Carrington division? Commandant De Wet should be got rid of at all hazards; that accomplished, Botha would likely cave in, an act that would at once make Kruger throw up the sponge. The French do not take an active side in what is called the "Hospital Scandals." They are fully aware that when battling, "all the comforts of home" cannot be secured to the fighting men, and still less to the sick and wounded. Not that the *hors d'œuvre*

NOTICE OF FIRM

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Hongkong, 1st August, 1900. [2120]

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LONDON VIA SUEZ CANAL	BUTTERFIELD & SWIRE	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 21st inst.
LONDON VIA SUEZ CANAL	PROTECTOR	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 4th Sept.
LONDON	JAY	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On or about 6th Sept.
LIVERPOOL DIRECT	KONIG ALBERT	Ger. str.	—	O. Cuppers	MELCHERS & CO.	To-morrow, at Noon.
BREMEN, VIA PORTS OF CALL	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th inst., at Daylight.
MARSEILLES, & C. VIA SUEZ CANAL	ANNA	From str.	—	Poydenot	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
MARSEILLES, & C. VIA PORTS OF CALL	BANCA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 14th inst.
MARSEILLES & LONDON VIA MANILA	TRENKAI	Brit. str.	—	Dorries	JARDINE, MATHESON & CO.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, & C.	KANAGAWA MARU	Ger. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	On 9th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Biner	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Bauer	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Schols	CARLOWITZ & CO.	On or about 12th Oct.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	To-day.
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VICTORIA, B.C. & TACOMA	BARONSHIRE	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst., at Daylight.
VICTORIA, B.C. & C. VIA SHANGHAI, & C.	TARTAR	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
VANCOUVER, VIA SHANGHAI, & C.	EXPRESS OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	To-day.
PORTLAND, OREGON, & C.	NIPPON MARU	Jap. str.	—	J. Kennedy	DODWELL & CO. LIMITED	To-day.
SAN FRANCISCO VIA SHANGHAI, & C.	CITY OF R. DE JANEIRO	Amr. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 15th inst., at 4 P.M.
SAN FRANCISCO VIA MOLO, & C.	COPIC	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
SAN FRANCISCO VIA AMOY, & C.	CARLEISLE CITY	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SAN DIEGO, & C. VIA SHANGHAI, & C.	EASTERN	Brit. str.	—	E. Wilson Haswell	NIPPON YUSEN KAISHA	On 5th Sept., at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Krebs	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	TINAN	Jap. str.	—	Quail	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	Neilson	P. & O. S. N. Co.	On or about 18th inst.
AUSTRALIAN PORTS	MINCHEN	Ger. str.	—	C. G. Talbot	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	SHANTUNG	Brit. str.	—	J. Thon	BUTTERFIELD & SWIRE	On 14th inst., at Daylight.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	—	Phillips	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA & KOBE	ROBITA	Brit. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 10th inst.
YOKOHAMA, VIA NAGASAKI & KOBE	FUTAMI MARU	Jap. str.	—	F. W. Schulz	SIEMSEN & CO.	On or about 10th inst.
NAGASAKI, KOBE & YOKOHAMA	NINGPO	Brit. str.	—	Newcomb	P. & O. S. N. Co.	On or about 17th inst.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	A. F. Street	P. & O. S. N. Co.	On 10th inst., at 5 P.M.
CHEFOO, WEIHAWEI & SHANGHAI	CHIHLE	Brit. str.	—	A. Symons	MELCHERS & CO.	On 12th inst., at 11 A.M.
SHANGHAI & JAPAN	SHANGHAI	Brit. str.	—	H. Supper	DODWELL & CO. LIMITED	On 12th inst., at Daylight.
SHANGHAI	PARANATTA	Ger. str.	—	Rench	DOUGLAS LARBAK & CO.	On 22nd inst., at Daylight.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PRINZ HEINRICH	Brit. str.	—	H. Nagata	MIYU BUNSEN KAISHA	To-day, at 4 P.M.
SWATOW, AMOY & FOOCHOW	TAIYU MARU	Jap. str.	—	S. Atsumi	JARDINE, MATHESON & CO.	To-day, at 5 P.M.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	Weigall	SHAW, TOMES & CO.	On 10th inst., at 5 P.M.
SWATOW, AMOY & TAIWANPOO	LOONGSANG	Brit. str.	—	A. Ramsay	JARDINE, MATHESON & CO.	On 15th inst., at 4 P.M.
MANILA	DIAMANTE	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
MANILA DIRECT	YUNSHANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 3rd Sept.
MANILA	CHANGSHA	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 11th inst., at 5 P.M.
MANILA	TINAN	Brit. str.	—	Quail	CARLOWITZ & CO.	
BATAVIA, SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	Sartorio		
SINGAPORE, PENANG & BOMBAY	BORMIDA	Ital. str.	—			

SHIPPING.

ARRIVALS.
 Aug. 6, JELUNGA, H.M. transport, 2,758. Thomas Kerr, Singapore 1st August.
 Aug. 7, MENMUIR, British str., 1,280, R. W. Almond, Manila 4th August, Hump and Sugar—SHEWAN, TOMES & CO.
 Aug. 7, CALCHAS, British str., 4,278, J. Bartlett, Funchal 5th August, General—BUTTERFIELD & SWIRE.
 Aug. 7, KONIG ALBERT, German str., 10,842, O. Cuppers, Yokohama 25th July, General—MELCHERS & CO.
 Aug. 7, YUENANG, British str., 1,128, P. H. Rolfe, Manila 4th August, General—JARDINE, MATHESON & CO.
 Aug. 7, NIPPON MARU, Jap. str., 6,000, J. F. Allen, San Francisco 10th June and Shanghai 5th August, Mails and General—N. Y. KAISHA.
 Aug. 7, PRINZ HEINRICH, German str., 3,902, Rudolf Meyer, Hamburg 27th June and Singapore 3rd August, Mails and General—MELCHERS & CO.
 Aug. 7, HANAU, British str., 1,183, Rosch, Swatow 6th August, General—DOUGLAS LARBAK & CO.
 Aug. 7, KIRKDALE, British str., 1,850, A. J. Gibson, Penarth 19th June, Coals—ADMIRALTY.

CLEARANCES.

At the Harbour Master's Office.
 7th August.
 Chenshan, British str., for Swatow.
 Loongmoon, German str., for Chefoo.
 Kanachi Maru, Japanese str., for Kobe.
 Hae, French str., for Kwong-chow-wan.
 Haihao, French str., for Hoihow.
 Glenfalloch, British str., for Amoy.
 Thales, British str., for Swatow.
 Fuching, British str., for Shanghai.
 P. C. C. Kiao, British str., for Bangkok.
 Victoria, Amr. str., for Tacoma.

DEPARTURES.

Aug. 6, HINGH, British str., for Canton.
 Aug. 6, KWANLOE, British str., for Canton.
 Aug. 7, DORIC, British str., for San Francisco.
 Aug. 7, GOLITH, British str., for Shanghai.
 Aug. 7, NANKIN, British str., for Wei-huiwei.
 Aug. 7, GLENFALLOCH, British str., for Amoy.
 Aug. 7, THALES, British str., for Swatow.
 Aug. 7, FUCHING, British str., for Shanghai.
 Aug. 7, P. C. C. Kiao, British str., for Bangkok.
 Aug. 7, VICTORIA, Amr. str., for Tacoma.

VESSELS IN DOCK.

At the Harbour Master's Office.
 Kowloon Dock—U.S.S. Monterey, Argus.
 Sackem, U.S.S. Iris, Tsiman, Tartar.
 Cosmopolitan Dock—Chowfa.

SHIPPING REPORTS.

The British steamer *Yuenang*, from Manila 4th August, had light winds, fine and clear weather and smooth sea.
 The British steamer *Hailan*, from Swatow 6th August, had light S.W. breeze, fine and clear weather. Vessels in Swatow—*Phanang*, *Dayner* and *Kecall*.
 The British steamer *Manila*, from Manila 6th August, had fine, clear weather, smooth sea, light E. to N.E. winds. August 5th, 10.20 p.m. passed 4-masted barque, bound North. lat. 18.57 N., long. 117.3 E.

VESSELS PASSED ANJER.

July 17, Amr. ship, *Manuel Lligano*, Small, March 23, from New York for Hongkong.
 July 17, British 4-m. bark, *Porridale*, Nickels, April 17, from Cardiff for Shanghai.
 July 17, British ship, *Leicester Castle*, Burch, March 23, from New York for Shanghai.
 July 17, German ship, *Wilkommen*, Freese, April 2, from Hamburg for Nagasaki.
 July 17, German ship, *C. H. Watjen*, Robie, April 14, from Cardiff for Nagasaki.
 July 17, British ship, *Macpherson*, Cain, will be previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
 July 18, from Swatow, bark, *Friedrich Schank*, Mar. 27, from Saranah for Samarang.
 July 20, American bark, *Saranah*, Lowry, April 3, from New York for Hongkong.
 July 21, German ship, *Peter Rickners*, Scholer, April 27, from New York for Hongkong.
 July 22, Dutch str., *Sumbawa*, Foenaga, June 16, from Amsterdam for Batavia.
 July 22, British str., *Bozward*, from the East.
 July 23, Italian bark, *Fornosa*, Merillo,

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship.

"SHANTUNG."

Captain Quail, will be despatched as above TO-DAY, the 8th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th August, 1900. [210]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"CALCHAS."

Captain Bartlett, will be despatched as above TO-DAY, the 8th inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1900. [1863]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROR. M. STOKMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship.

"ALBENGA."

Capt. Petersen, will be despatched for the above port TO-DAY, the 8th inst.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st August, 1900. [1617]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship.

"DIAMANTE."

Captain A. Ramsay, will be despatched as above TO-DAY, 8th August, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 2nd August, 1900. [2131]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, & C.

"CARLEISLE CITY."

On 9th Aug. Belgian King "3,379 Tons, About 15th Sept.

THE Steamship "CARLEISLE CITY"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA and HONOLULU, ON THURSDAY, the 9th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 8th August, 1900. [14]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPRESS OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug. 1900

"EMPRESS OF INDIA". Comdr. G. P. Marshall, R.N.R. WEDNESDAY, 29th Aug. 1900

"EMPRESS OF JAPAN". Comdr. G. A. Lee, R.N.R. WEDNESDAY, 28th Sept. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Palmer Street.

Hongkong, 19th July, 1900.

HAMBURG-AMERIKA LINE

(FREIGHT SERVICE.)

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA	HAVRE & HAMBURG (Hamburg)	On 9th, Freight and Passage.
MAEBURG	(London with transshipment in Hamburg)	About 12th, Freight.
Capt. A. Biner	(London with transshipment in Hamburg)	Sept. Freight.
SIBIRIA	(London with transshipment in Hamburg)	About 20th, Freight and Passage.
Capt. Braun	(London with transshipment in Hamburg)	Sept. Freight.
SAXONIA	(HAMBURG & HAMBURG)	About 30th, Freight.
Capt. Jager	(London with transshipment in Hamburg)	Sept. Freight.
SERBIA	(HAMBURG & HAMBURG)	About 12th, Freight.
Capt. Sachs	(London with transshipment in Hamburg)	October, Freight.

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 28th July, 1900.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	and SHANGHAI	(About 10th)	Freight or Passage.
JAPAN	A. F. Street	August	
MARSEILLES	and BANCA	(About 14th)	Freight.
LONDON	G. W. Babot	August	
SHANGHAI	PARANATTA	(About 17th)	Freight or Passage.
	A. Symons	August	
LONDON & C.	MALTA	(Noon, 18th)	See Special Advertisement.
	F. J. Cole, R.N.R.	August	
YOKOHAMA VIA NA.	ROBERTA	About 18th	(Passing through the Inland Sea). Freight or Passage.
GASAKI & KOBE	C. G. Talbot, R.N.R.	August	
LONDON	JAVA	(About 6th)	Freight or Passage.
	G. W. Gordon, R.N.R.	September	

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd August, 1900. [1]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER.	THURSDAY	SAILING DATES.
KONIG ALB. T.	THURSDAY	9th August.
WEIMAR	THURSDAY	20th August.
PRINZ HEINRICH	THURSDAY	29th September.
PREUSSEN	THURSDAY	3rd October.
HAMBURG (Hamburg-America Linie)	WEDNESDAY	17th October.
SACHSEN	WEDNESDAY	31st October.
OLDENBURG	WEDNESDAY	14th November.
BAYERN	WEDNESDAY	28th November.
STUTTGART	WEDNESDAY	12th December.
KONIG ALBERT	WEDNESDAY	26th December.
PRINZ HEINRICH	WEDNESDAY	

ON THURSDAY, the 9th day of August, 1900, at NOON, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Captain O. Cuppers, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till

there I was awakened by Mr. — and on dress-
ing, getting my carbine and rushing out, I
heard the report of arms all over the place.

Upon our Chinese scouts coming in, we were
told that 40 or 50 robbers had attacked a village
about 1,000 yds. off, killed one of our contrac-
tors, robbed him of all his money, and, em-
boldened by their success (having made \$500 by
their venture) were now firing on our mine and
village.

The five of us lay at the foot of Mr. —'s
garlic peering through the hedge and waiting
anxiously for our mine guard to turn up. The
confusion was awful. Our mine servants were
tearing round in a terrible funk, not knowing
where to run to. My courage was by no means
high; the effect of being hauled out of bed into a
dark night and seeing no enemy, but only re-
peated gun flashes, not conducting much to
bravery. So, as the flashes drew nearer, and the
bullets "rattled" and whistled all around at
random, I began to think that a retreat with
honour would be enjoyable, and to fondly re-
peat to myself the dirty which says that "he
who fights and runs away, lives to fight another
day." However, ten Cossacks came at last, and
we stole forward in skirmishing order towards
the robbers. As yet they had not looted us, but
when our line opened fire in one rattling volley
at the spots where their guns flashed, they
could see quite plainly how we were, and
answered us with shot. Directly we saw their
flashes we threw ourselves down, but it was
awful. The bullets simply seemed to patter
everywhere, and I did feel real down-hearted.
They had looted us well, and armed with
Mauvers and Mannlicers, their fire was no
joke. Fortunately Mr. — and I had dropped
into a little sort of hole, but all at once I heard
a bullet go "thud" just beside me and the
Cossack who was there gripped his arm. The
bullet had gone through the fleshy part, so it
was bandaged, and we kept up such a heavy
volley-firing that the robbers, run (carrying off
their wounded), so we entered the village in
triumph, and there saw our poor Chinese con-
tractor lying, shot through the head and chest.
Q! I have been quite astonished that I am
not dead and begin to think (like the "Boxers")
that I am impervious to bullets.

Liao Yang-fu was evacuated after a three
days' siege, 20 Russians being killed. 250 miles
of line from Yanschow (16 miles north of
Newchwang) to Yelling is destroyed and in the
hands of Chinese troops.

HONGKONG VOLUNTEER CORPS.

FIELD BATTERY—CARBINE COMPETITION.
The monthly carbine competition of the above
unit was held at the Association Range, Kowloon,
on Sunday morning, 5th inst.

It was intensely hot and glary, and the scores
were therefore not up to the usual standard.
The following are the best scores—

	200	100	50	25	10	5
* Gunner Baldwin	31	30	32	30	33	33
* Dr. Burgess	28	33	24	28	28	28
Sgt. Dr. Brown	27	25	27	27	27	27
* Gr. W. Stewart	28	29	28	28	28	28
Gr. H. M. Bain	22	22	13	12	69	
Gr. J. H. E. Hunee	25	24	12	7	62	

* Winners of Spoons.

HONGKONG, CANTON AND MA- CAO STEAMBOAT CO., LIMITED.

The 66th ordinary half-yearly meeting of
shareholders in the above company was held at
the office, No. 18, Bank Buildings, Queen's
Road Central, yesterday at noon. The Hon.
J. J. Kewick presided, and there were also
present Messrs. N. A. Sicks, R. Shewan, A.
Haupt (directors), T. Arnold (secretary), D.
Gillies, P. Jordan, C. N. Young, A. H. M. de
Silva, G. C. Anderson, R. M. Mehta, E. J.
Moses, G. Stewart, T. I. Rose, and T. Yule.

The CHAIRMAN said—Gentlemen, with your
permission it will be convenient to take the
report as read. You will have observed that the
net earnings of our steamers for the past six
months have been exceptionally good, so much
so that notwithstanding the unusually heavy
expenditure for repairs, your directors are able
to recommend not only the ordinary half-yearly
dividend of 8 per cent., but also that a sum of
\$21,000 be appropriated to the augmentation of
the Equalization of Dividend Fund, which with
this addition will amount to \$30,000. In con-
nection with the working of the steamers I do
not think that there is anything to add to what
is stated in the report; it is of course a matter
of much regret that there is no improvement
in the condition of affairs on the West River,
which we can only hope will in the near future
be placed on a more satisfactory footing. The
present troubles in China have not so far affected
the Company's business, and although it is
of course impossible to forecast what the future
may bring forth, your directors see the reason
for taking an anticipatory view of the
position as far as the trade of the Canton
waters is concerned. The current half-year, I
may say, has commenced well, the earnings to
date comparing favourably with those of the
same period of last year. With regard to the
item of repairs, it may be mentioned that the
cost of the new boilers and general over-
haul of the *Powen* amounted to between
fifty and sixty thousand dollars; the rest
of the expenditure has been distributed
pretty evenly over the other steamers. With
regard to the Company's investments, the shares
stand well within their present market value,
and for the loans on mortgage there is in
every case an ample margin. It does not occur
to me that there are any other matters to
remark upon, but before proposing the adoption
of the report and accounts I shall be pleased to
answer any questions in connection therewith
which may suggest themselves to shareholders.

There being no questions, the report and
accounts were adopted, on the motion of the
CHAIRMAN, seconded by Mr. GILLIES.

On the motion of Captain ANDERSON, seconded
by Mr. JORDAN, the appointment as direc-
tors of Messrs. Shewan and Haupt was confirmed.
Messrs. E. Goetz and R. Shewan were re-
elected directors, on the motion of Mr. STEWART,
seconded by Mr. ROSE.

Messrs. A. O'D. Goughlin and F. Henderson
were re-elected auditors, on the motion of Mr.
MOSES, seconded by Mr. DE SILVA.

The Chairman—Gentlemen, that concludes
the business of the meeting. Dividend warrants
will be issued on application from 10 a.m. to-
morrow. I am obliged to you for your at-
tendance.

HAIR PRESERVED AND BEAUTIFIED. The
only reliable preserver and restorer of the hair
is ROWLAND'S MACASSAR OIL, which closely
resembles the oily matter nature provides for
nourishing and stimulating its growth without
which the hair becomes dry, thin, and brittle.
It prevents baldness and scurf, strengthens the
hair, and for children it lays the foundation for
a luxuriant growth. Also in a golden ointment for
fair and golden-haired ladies and children. Ask
Stores and Chemists for ROWLAND'S MACASSAR
OIL, of Hutton Garden, London. [1432-1]

DIARY OF THE CRISIS.

May 28.—Rebels burn stations between Peking
and Pootung. Belgian engineers and
other refugees start from Pootung to cut
their way to Tientsin.

May 29.—Communication with Peking after
temporary interruption restored. Troops
start for protection of Legations.

May 30.—350 guards arrive at Peking.

June 1.—Supposed incendiarianism at Tientsin.
June 2.—Murder of Revs. Norman and Robin-
son. Pootung refugees reach Tientsin.

June 3.—Railway intercourse between Peking
and Tientsin finally destroyed.

June 4.—Large allied force lands at Taku.
June 5.—Detailed message from Sir C. Mac-
Donald to Consul Warren at Shanghai.

June 6.—Admiral Seymour starts with 800
allied troops for Peking. Telegraphic com-
munication with Peking ceases.

June 7.—Murder of Japanese Chancellor at
Peking.

June 8.—Baron von Ketteler, German Am-
bassador at Peking, murdered. Rioting at
Yunnanfu.

June 9.—Hsinan leaves Hongkong with 600
men from Hongkong Regiment and Asiatic
Artillery. Chapels in Tientsin native city
burnt.

June 10.—Admiral Seymour cut off from Tien-
tsin. Terrible takes 300 Welsh Fusiliers and
Engineers from Hongkong.

June 11.—Taku Forts attacked and captured
by allied warships. Chinese bombardment of
Tientsin begins.

June 12.—Admiral Seymour reaches a point
25 miles from Peking, but is compelled to
retreat.

June 13.—Terrible reaches Tongku.

June 14.—Two attempts to relieve Tientsin
fail.

June 15.—Successful third attempt to reach
Tientsin. Chinese remain in force in the
neighbourhood.

June 16.—All Legations at Peking destroyed
except British, French, and German.

June 17.—First Indian transport starts for
Ch.

June 18.—Admiral Seymour relieved and back
in Tientsin.

June 19.—Message from Sir R. Hart reaches
Tientsin.

July 1.—Condition of Peking reported des-
perate.

July 2.—Last letters to hand from Sir C.
MacDonald and Mr. Conger written at
Peking. 44 killed and 83 wounded at the
Legation to date.

July 3.—Murder of all foreigners remaining
at Pootung.

July 4.—*Nerbudda*, first transport, reaches
Hongkong.

July 5.—Heavy fighting at Tientsin.

July 6.—120 more Welsh Fusiliers leave Hong-
kong for North. Allies capture Tientsin
native city with a loss of 775 men. General
Yamaguchi leaves Japan for Taku.

July 7.—General Gaseles reaches Hongkong.

July 8.—Reported armistice at Peking. 62
deaths at Legations to date.

July 9.—Li Hung-Chang appointed Viceroy
of Chihli. State of war on Amur River.

July 10.—Li Hung-Chang arrives at Hong-
kong and leaves for Shanghai.

July 11.—Reported appeal of Chinese Emper-
or to Japan. Alleged receipt of message
from Conger at Washington.

July 12.—Consul Carles receives Sir C.
MacDonald's letter of the 4th inst. I.M.C.
staff safe on this date.

July 13.—Li Hung-Chang reaches Shanghai.
Madras Light Infantry reach Hongkong.

July 14.—Proposed Requiem Service at St.
Paul's for Peking refugees postponed. Mur-
der of 5 foreigners and many native Chris-
tians in Shansi.

July 15.—Admiral Seymour with *Centurion* and
Albatross arrives off Shanghai.

August 1.—Admiral Seymour goes on visit to
Nanking.

August 2.—Peking prisoners reported from Ja-
panese sources again in danger.

August 3.—First detachment Cavalry Brigade
leaves India for China.

August 4.—Admiral Seymour returns to Shang-
hai. Allies attack and rout Chinese at Pei-
tsang.

August 5.—*Juliana* reaches Hongkong.

August 7.—H.M.S. *Goliath* leaves Hongkong
for the North.

SAILORS AND SOLDIERS' CHINA RELIEF FUND.

The above fund has been started at the sug-
gestion of Mrs. E. E. Scott, the wife of Bishop
Scott, of Peking, and its object is to afford
financial help to the widows and dependent relatives
of the British Seamen, Marines, and Soldiers
who have lost, or may lose their lives in this
China War, and that part of the subscription
raised be given to such who may be either
from disease or wounds incapacitated. Sub-
scriptions will be duly acknowledged in our
columns, and should be addressed "Man-
ager, Hongkong Daily Press, Sailors and
Soldiers' China Relief Fund." When a suf-
ficient sum has been subscribed it will be handed
over for administration.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd steamer *Franz Per-
dinand* left Kobe via Moji for this port on
Monday, 6th inst.

The M. M. steamer *Yarva*, with the next
French mail, left Singapore on Sunday at 8
a.m., for this port via Saigon.

The N. G. L. steamer *Marbury*, from Ham-
burg, left Singapore for this port on the 4th
inst. and may be expected here on or about the
9th inst.

The O. S. S. steamer *Leila* left Singapore on
the 7th inst., and is due in Hongkong on 12th
inst.

The O. S. S. steamer *Hector* left Singapore
at noon on the 7th inst., and is due in Hong-
kong on 12th inst.

EXPORT CARGO.

Per steamer *Tonkin* sailed 30th July. For
Marcellus—50 bales raw silk, 9 cases silks, 1
case grass cloth, 10 cases punjun silk, 1,355
packages tea. For Lyons—212 bales raw silk,
1 case silks. For Milan—40 bales raw silk.
For London—78 bales raw silk, 25 bales waste
silk.

3,007 NEWSPAPERS RECOMMEND
MACNIVEN & CAMERON'S PENS.
THE WATKINS PEN, for Easy Writing.
THE FLYING SCOTCHMAN PEN, instead of a Quill.
THE FLYING J. writes 200 words per day.
1899-17. WATKINS & CAMERON, EDINBURGH.

CONSULAR REPORT.

HANGCHOW.

From Mr. Acting-Consul Clennell's very
full report on the trade of Hangchow for 1899
it appears that the total value has increased
from 21,141,925 to 21,725,265. Hangchow
now ranks seventeenth out of 32 ports of which
statistics are published, while as to collection of
revenue it stands fourteenth out of 32 ports.
"Roughly speaking," says Mr. Clennell, "its
share is about one-fourth of the trade of the
Empire, and it contributes about the same
proportion to the total customs revenue." He
continues—

"On comparing the values of imports and ex-
ports for the years 1898 and 1899 the former
show a far larger increase than the latter,
namely, 2,139,991 Haikwan taels (£205,569), as
against 1,339,307 Haikwan taels (£205,390).
Expressed in percentages the advance has been
(silver values) rather over 72 per cent. in im-
ports and rather over 27 per cent. in exports. On
the total trade the increase works out to not
quite 44 per cent., whereas the figures for 1898
only show an advance of a little over 4 per cent.
upon those for 1897. The branch of trade in
which the increase has been greatest is the im-
port of native goods. This trade has multiplied
nearly tenfold in two years, for while the total
for 1899 amounts to 2,70 times that for 1898,
the latter in its turn was 3.62 times that for
1897. On the other hand the small direct im-
portation of foreign goods (44,620 and 43,252
Haikwan taels) which appears in the returns
for 1897 and 1898 is entirely absent from those
of the year under review. In the Customs re-
port for 1898, Mr. Paul H. King, the then
Commissioner of Customs, remarked that these
imports consisted for the most part of direct
transshipments at Shanghai from Hongkong
and Japan. Their disappearance in 1899 may,
therefore, be attributed to a change in mode of
transport en route rather than to a set down as a
loss to the trade of the port."

Mr. Clennell gives the following figures for
the carrying trade of the port under the Japanese
and Chinese flags respectively—Foreign im-
ports, Japanese Hk. Tls. 140,713 against Chinese
Hk. Tls. 2,606,720; Native imports, 94 against
Hk. Tls. 2,306,329; Native exports, 735,353 against
Hk. Tls. 5,667,239; Foreign re-exports, 1,508 against
9,898; Coast trade, duty paid, 6,648 against
134,380; Tonnage dues, paid, 4.5 against 21.
Export duty, paid, 51,767 against 241,429. Na-
tive re-exports under the Chinese flag amounted to
Hk. Tls. 3,740.

Shanghai monopolizes almost all the foreign
import trade to Hangchow, as well as Hk. Tls.
2,339,784 out of the Hk. Tls. 2,336,923 of the
native import trade. But the rival route from
Soochow to Hangchow has a very considerable
passenger traffic, carried by Soochow boats.

There is a great amount of trade not recorded
in the Customs returns; especially is this the
case with foreign piece-goods and with rice.
With regard to the former, Mr. Clennell quotes
Mr. King's statement, as follows—

"The almost total absence of foreign cotton and wool-
len piece-goods from our returns, although
Hangchow is well known in the Shanghai
markets as a large consumer of such goods, is
explained by the fact that this branch of the
trade is controlled by a powerful association of
local merchants under official protection, styled
the Yang-pu Kung-so (Foreign Cloth Guild).
They make their own return to the *tsin* and
import solely through that channel. Some idea
may be gained of the extent of their transac-
tions, though no actual statistics are forthcoming,
from the fact that during the year they
paid on a total of some 400,000 Haikwan taels
of goods."

The report then goes on to say—
"No doubt other branches of trade continue simi-
larly under the control of native organizations
from other causes are so conducted as to fall
wholly outside the purview of the customs.
Hangchow, after all, is an inland city. Even
if it were a free port, the customs duties levied
with the whole trade on the Grand Canal, there
would still be either land and water routes in
every direction. A certain amount of junk
trade traverses the shallows and tides of the
Chienyang River, and a very considerable
volume crosses that river by ferries to connect
by various canals with Hsiao Shau, Shaoching,
and Ningpo. The branches of the Chienyang
again, afford water communication with the
greater half of Chekiang and a part of Anhui.
The exported products of all this country in-
evitably flow through Hangchow, but in addition
to articles (e.g., Pechow tea) given in the
list of exports, it is notorious that this country
yields many other commodities which command
a wide sale in other regions. For instance, half
over China, as well as in every mission
shops hams which proceed to come from China,
an inland city of Chekiang, of which Hangchow
is the only natural outlet. Thus all trade
statistics about Hangchow are imperfect in a
variety of ways. Of the import trade of the
interior, the only part which the figures enable
us to follow to its destination is the relatively
small amount of goods sent up country under
the protection of transit passes; while, as has
been shown, large items of the local exports
equally escape inclusion in any published re-
turns."

Omitting from consideration of spaces the
minute details of the report, we come to Mr.
Clennell's remarks on the foreign settlements
at Hangchow, from which we take the following
extracts—

"The foreign settlements at Hangchow are re-
sidents at Hangchow, though the port is visited
from time to time for commercial purposes
by foreign buyers of opium and others.
One British merchant has a regu-
larly-appointed Chinese agent at the settlement,
and there are several drug shops and fancy
goods stores in the city that display the firm
names of well-known foreign houses in Shang-
hai."

It will thus be seen that the foreign
community in Hangchow consists of mission-
aries and officials. If the inland towns of Shao-
ching, Chihli, Hsiao-shan, Tang-shi, and Kiang-
shing be included there were resident in the
district at the end of the year, 52 British sub-
jects, 32 Americans, 32 Japanese, 11 Danes,
2 each of French, Germans, Spaniards, Nor-
wegians, and Austrians, and 1 Italian. Of
these, only the customs staff with the settle-
ment engineer and chief of police live on the
foreign settlements. The settlements are
two in number, of which one is especially re-
served for Japanese. Both are situated at an
inconveniently long distance from the principal
parts of the town. The Japanese settlement is
as yet wholly unoccupied, but on the other, or
general settlement, a considerable number of
Chinese houses have been, or are being, erected,
though the only edifices in foreign style are the
customs buildings and the police station. Of
the 53 lots into which this settlement is divided,
10 entire lots, and portions of 11 others, have
been taken up by British subjects, and all the
remainder by Americans, French, and Italians,
except those parts reserved for Chinese Govern-
ment use."

This general settlement is an
oblong piece of somewhat unhealthy, low-lying
land—originally marsh or arable—extending
about 2,000 feet along the bank of the Grand
Canal, and 2,000 feet inland. Although it may
very likely be all gradually sublet to Chinese
occupiers, I should think it most unlikely that
this settlement will ever be the home of a
numerous foreign community."

An ample supply of statistics accompanies the
report, based on the customs returns.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CHUSAN."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

This vessel brings on Cargo—
From London, ex.s.s. *Australia* and *Colindale*.
From Zanzibar, ex.s.s. *God*.
From Persian Gulf, ex.s.s. *Pamba* and
Mezdar.

From Malacca Coast, ex.s.s. *Moravia*.
Optional goods will be landed here unless in-
structions are given to the contrary before 5
P.M., TO-DAY.

Goods not cleared by the 8th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 2nd August, 1900. [1]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship
"AGLATA."

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
whence delivery may be obtained.

No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the undersigned before
Noon, on the 11th August, or they will not be
recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
11th August will be subject to rent.

Bills of lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 4th August, 1900. [2069]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship
"KAWACHI MARU."

having arrived from the above Ports, consignees
of cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional goods will be carried on unless in-
structions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 15th instant will be
subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the
Godowns and Notice of same sent to this Office
before the 22nd instant, or claims in connection
therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 6th August, 1900. [2163]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1898. [152]

SPLendid NEW NOVEL

BY A
BRILLIANT AUTHOR.

THERE will appear in the *Hongkong Daily
Press* of August 11th the opening chap-
ters of a New Story from the pen of Mr.

WILLIAM LE QUEUX,
Author of "Purple and Fine Lines," "Scenes
and Phantasies," "Whose English a Wife,"
"The Day of Temptation," "If Sinners
Entice Thee," "Of Royal Blood,"
"England's Peril," &c., &c.

IT IS ENTITLED

IN WHITE RAIMENT.

Mr. William Le Queux is now recognised on
all hands as one of the most powerful of living
novelists. His remarkable abilities and all the
wide experience have brought him to the
forefront, and he has few rivals in popularity,
with the fiction-reading public. Probably the
secret of his great hold on public favour is to be
found in the cosmopolitan character of his
knowledge and the strong imaginative sympathy
which enables him to invest with reality and
dramatic interest widely differing phases of life.
He is at home in every country of Europe, and
he constructs his plots with amazing cleverness.
Hongkong, 6th August, 1900. [2155]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February, 1899. [39]

CHUNG NGOI SAN P.O.
(Chinese Daily Press).

PUBLISHED DAILY.
is the oldest and still immovably the best
medium for Advertising among the
Native Community.

Established for nearly FORTY YEARS
circulates largely throughout Southern China,
Indo-China, etc.

Terms for Advertising (Translations free) can
be obtained at the Office, 9, Prince Central,
Hongkong; or from the different Agents.
Donations translated from or into Classic
or Colloquial Chinese.

INTIMATIONS.

THE SHARE LIST WILL CLOSE AT NOON
ON THE 15TH AUGUST, 1900.

PROSPECTUS
OF THE
CHINA MATTING MANUFACTURING
COMPANY, LIMITED.

CAPITAL \$1,000,000
(Hongkong Currency).

Divided into 50,000 Shares of \$20 each, of
which \$5 is payable on application and
\$5 on allotment. The balance will be called
up, as required, probably \$5 in about 6
months and the balance about a year hence.

HEAD OFFICE HONGKONG.

CONSULTING COMMITTEE:
ROBERT SHEWAN, Esq., (Chairman),
D. GILLIES, Esq., Hongkong and Whampoa
Dock Co., Ltd.
J. H. LEWIS, Esq., Messrs. Douglas, Lapraik
& Co.
CHAU TUNG SHANG, Esq.

</

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship

"EASTERN."
Captain Ellis, will be despatched for the above ports TO-MORROW, the 9th August, at 5 p.m.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 5th July, 1900. [1912]

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Line
"PRINZ HEINRICH."
OF THE NORDDEUTSCHER LLOYD.
Captain H. Supper, due here with the outward German Mail about 7th August, will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 4th August, 1900. [8]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MOJOI.
THE Company's Steamship

"NINGPO."
Captain Phillips, will be despatched as above on FRIDAY, the 10th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th August, 1900. [2158]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
(Taking Cargo at London rates.)
THE Company's Steamship

"SARPEDON."
Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th July, 1900. [1893]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

THE Twin Screw Steamship

"NIPPON MARU"
will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 16th August, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 23rd June, 1900. [75]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

THE Company's Steamship

"CHIHILI."

Captain Newcomb, will be despatched as above on FRIDAY, the 10th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th August, 1900. [2157]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 12th August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 6th August, 1900. [15]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SHANGHAI, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 13th August, 1900, at 1 P.M., the Company's Steamship "ANNAM," Captain Poydenot, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the a.s. *Australia*, which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 12th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 31st July, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above on WEDNESDAY, the 15th August, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd July, 1900. [2048]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 29th July, 1900. [2103]

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR," Commander G. D. Bowles, R.N.R., 4,425 Tons Gross Register.

Will be despatched at Daylight on Wednesday, 15th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., VIA AMOY, FOCHOW, SHANGHAI, MOJI, KOBE AND YOKOHAMA.

The Vessel has excellent accommodation for 1st and 2nd Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to
D. E. BROWN, General Agent.
Hongkong, 21st July, 1900. [1911]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th July, 1900. [2078]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd July, 1900. [2048]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 6th August, 1900. [73]

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above port on or about the 20th August, and will be followed by the Steamship

"MAMA DE LARRINAGA."

For Freight, apply to
DODWELL & CO., LD., Agents.
Hongkong, 4th August, 1900. [2054]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPEUS"

will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th July, 1900. [1983]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at NOON.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 1st September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 7th August, 1900. [4]

CHINA NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG."

Captain Quail, will be despatched as above on MONDAY, the 3rd prox.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th August, 1900. [2159]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"FROMETHEUS."

Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th July, 1900. [2089]

NORDDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, PINSCHAFEN, HERBERTSBOHE, TOWNSVILLE, ROCKHAMPTON, BRISBANE AND SYDNEY.

ON WEDNESDAY, the 5th September, 1900, at NOON.

THE Steamship

"MUNCHEN."

(4,536 Reg. Tonnage).

Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linens can be washed on board.

For further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 19th July, 1900. [2013]

HONGKONG.

STEAMERS.

Amping Maru, Jap. str., 1,053, Sato, Aug. 5.

Mitsui Bussan Kaisha

Borinichi, Italian str., 1,439, Sartorio, Aug. 6.

Caldwell & Co.

Calhoun, British str., 4,273, Bartlett, Aug. 7.

Butterfield & Swire

Carlisle City, British str., 1,894, Patterson, July 28.

Butterfield & Swire

Changsha, British str., 1,403, Moore, May 29.

Butterfield & Swire

Chihli, British str., 1,158, Newcomb, Aug. 4.

Butterfield & Swire

Chowin, German str., 1,155, Williamson, Aug. 2.

Butterfield & Swire

THE WEATHER.

CHINA COAST METEOROLOGICAL.

JOINT STOCK SHARES.

Stocks.	No. of Shares.	Issue Value.	Paid Up.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11/24. = \$23.594 for 2nd half year '09	[sold] 305 p. ct. pr. = \$309
Bank of China & Japan, Ltd. Do. Deferred	100,875 1,250	28 41	28 41	None	21. 23. 5c.
National Bank of China, Ltd. Do. Founders' Shares	10,970 A 29,954 B 750 fdrs.	210 210 41	210 210 41	2 3/8 for 1899 2 5/8 1/1, 171 = \$1.30 for '09	\$27 \$27, buyers \$20
MARINE INSURANCES.					
Union Ins. Society, Ltd.	16,000	\$250	\$250	30 p. ct. = \$18 for 1898	\$202 1/2, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$85	10 p. ct. fory. end. 30/4/00	\$85, sellers
North China Ins. Co., Ltd.	5,000	\$100	225	5 p. ct. final = 10 p. ct. in full for 1898	Tls. 165, sellers
Yantai Ins. Assoc., Ltd.	9,000	\$100	\$90	40 = 10 p. ct. for 1897	\$121, sellers
Canton Insure. Office, Ltd.	9,000	\$250	\$90	\$11 for 1898	\$132 1/2, sellers
Strait Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1895.	
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$30 for 1898	\$79, sellers
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$1.20 div. for half year ended 31/12/99	\$301, buyers
Indo-China S. N. Co., Ltd.	60,000	210	210	5 p. ct. & 2 p. ct. bonus for '09	\$70
China & Manila S. S. Co., Ltd.	6,000 14,000	\$50 \$50	\$50 \$50	20 per cent. for 1899 ex old Capital	465, old sellers \$18, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/4/00	\$40, sellers
China Mutual S. N. Co., Limited, Preference	20,000	410	410	Final of 3 p. ct. = 5 p. ct. for 1899 on pref.	\$11, buyers
Do. Ordinary	20,000	210	210	10 p. ct. & bonus of 3 p. on Ord. account '09	210 10s, buyers \$5 5s, buyers
Do. do.	20,000	410	410	\$1.05 = 12 p. ct. for year ended 30/4/00	\$18, sellers
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 p. cent. on account of 1000.	\$41, buyers \$230, sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100		
REFINERIES.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Final of \$5 = \$7 for '09 Taken out of Equin. Fund	\$115
Luzon Sugar Refng. Co., Ltd.	7,000	\$100	\$100	\$5 for 1897	\$30
MINING.					
Panjoon Mining Co., Ltd.	60,000	\$8	\$7	None	\$41 \$1.
Do. Preference	30,000	\$1	\$1		
Star of East. and China bonanzas du Tonkin	16,000	Fs. 250	Fs. 250	None	\$250, sellers
Queens Mining, Limited	400,000	25 cts.	25 cts.	None	\$81, sellers
Jebeu Mining and Tra- ding Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end. 31-7/04 (coupon 1/)	28, sellers
Ramb Australian Gold Mining Co., Limited	200,000	21	16/10	1st 1/2 51 cts, 10th div. on 77-50	\$58, sellers
Olivea Brechold Mines, Limited	A 15,000 B 45,000	\$5 \$5	\$5 \$5	None	\$3, \$22, sales
Great Eastern and Cal- Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	15 cents, sales & sellers
Do. Preference	70,000	\$1	\$1		40 cents
DOCKS, WHARVES, &c.					
Hongkong and Whimpoon Dock Co., Limited	12,500	\$125	\$125	5 p. ct. & 12 p. ct. bonus for 1 year ended 31/12/20	512 p. ct. pr. = \$765 [sellers]
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	\$50	Final of 5 p. ct. = 10 p. ct. for 1899	\$86, buyers, old \$58 new, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37 1/2	Int. of 8 1/2 on ac- count of 22 p. ct. for 1890	\$57, buyers
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	22 per cent. for 1899	\$21, sellers
LANDS, HOTELS & BUILD- INGS.					
Hongkong Land Invest- ment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$155, ex div. buyers
Kowloon Land & B. Co.	6,000	\$50	\$50	\$11 for 1899	\$25 1/2, sellers
West Point Building Com- pany, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$40, ex div. buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31/12/99	\$125, sellers
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 per cent. for 1899.	\$10, sales
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Tls 100	Tls 100	3 1/2 p. ct. for period ending 31/10/99	Tls. 50 Tls. 50
International Cotton Spn. Co., Ltd.	10,000	Tls 100	Tls 100	Final of 5 p. ct. mak- ing 11 p. ct. for '09	Tls. 50
Laoa-kung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	Tls 100	Tls 100	5 p. ct. on account '08 on 6,000 shares	Tls. 375
Soy Chee Cotton Spinning Company, Ltd.	2,000	Tls 500	Tls 500	4 p. ct. for period ending 31-12-97.	Tls. 40
Yahloong Cot. Spin. Co., Ltd.	7,500	Tls 100	Tls 100	None	\$20, sales
Hongkong Cotton Spin- ing & Dye Co., Ltd.	12,000	\$100	\$100	None	
MISCELLANEOUS.					
Green Island Cement Co.	50,000	\$10	\$10	10 p. c. for 19 on o. Capt.	\$203, sales
China Borneo Co., Ltd.	7,500	\$20	\$15	None	\$20, sales
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	ing 11 p. ct. for '09	\$133, sellers
Hongkong Electric Co., Ltd.	30,000 30,000	\$10 \$10	\$10 \$2	70 cents per share. 7 cents per share.	\$105, sales \$82, sellers
Hongkong and China Gas Company, Limited	7,000	210	210	0 p. ct. for 1899	\$118.
Hongkong R. M. Pte Co.	10,000	\$50	\$10	10 p. for 1898	\$160, sellers
Geo. Penwick & Co., Ltd.	6,000	\$25	\$25	15 per cent. for 1898	\$163, ex div.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	\$12 for year ended 30/11/99	\$170, buyers
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100		
Dairy Farm Co., Ltd.	10,000	\$75	\$6	5 p. ct. fory. end. 31-7/00	\$84
Carmichael & Co., Ltd.	2,000	\$25	\$20 1/2	\$1 for 1899	\$8
Hk. & China Battery Co., Ltd.	600	\$80	\$30	45 per cent. for 1899	\$50
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 per cent. for 1899	\$20, buyers
Bell's Asbestos E. Agency, Ltd.	10,000	41	41	75c per share for 1st \$2 p. a. on acct. 1900.	\$11, sellers
Asbestos Oriental Agency, Limited	100,000	\$10	\$4	\$20 = 31/300 ended	\$20, ex div. sellers
Tebrau Planting Co., Ltd.	10,000 10,000	\$5 \$5	\$5 \$4	None	\$5, sellers \$3
China Provident Loan & Mortgage Co., Ltd.	50,000 50,000	\$20 \$20	\$10 \$10	80 cents for period ending 31-12-99	\$9.50, sellers
Watkins, Limited	1,000	\$10	\$10	8 per cent. for 1899.	\$10
Universal Trading Co.	50,000	\$20	\$5	None	\$51, buyers
ERINON, BROKER.					

VISITORS AT HOTELS

Mr. W. Ahrens
Mr. J. H. Aikson
Mrs. Angas
Mr. C. Appleby
Mr. W. S. Bailey
Capt. and Mrs. Hancock
Mr. & Mrs. O. M. D. Holl
Mr. H. A. Bolden
Mr. Black
Mr. E. Bonecressil
Dr. Bowers
Mr. C. Brandt
Mr. J. Brennan
Mr. C. Brooks
Mr. H. Brunning
Mr. H. B. Carter
Dr. & Mrs. F. Clarke
Mr. S. S. Colson
Mr. Chas. Crane
Mr. B. de St. Croix
Mr. P. C. Deincroft
Mr. G. M. Discomoo
Mr. G. A. Diss
Mr. W. Clement Drew
Miss G. E. Dwyer
Mr. Duncroy
Mr. N. G. Evans
Mr. H. T. C. Fisher
Mr. Fischer
Lieut.-Col. Florins
Mr. George
Mrs. Gilson and child
Mr. E. J. Gillings
Mr. C. Glover
Capt. Goddard
Mr. J. Gray
Mr. F. J. Hallard
Mr. A. C. Harper
Mr. & H. Henchwaite
Mr. J. C. Henry
Mr. A. Hewitt
Major and Mrs. Higgs
Mr. Thos. Howars
Mr. and Mrs. J. D.
Howkins
Mr. J. H. Hushoff
Mr. G. L. Hunsell
Mr. J. D. Hutchison
Mr. J. H. Joffries
Mrs. Jentroya
Mrs. Jenkins and four
Mr. & Mrs. Joseph
Mr. E. A. Katsen
Mr. & Mrs. F. Kinton
Mr. & Walter King
Mr. & Kirsbaum
Mr. and Mrs. Lura
Mr. L. A. Levy
Mr. A. K. Lewis
Miss Little and Master
Lawrie
Mr. & Mrs. W. M. Long
Mr. N. Matheson
Mrs. J. Y. Mayston
Mrs. McIntyre
Mr. and Miss Molloy
Mr. J. Morry
Mr. J. J. O'Sullivan
Mr. W. J. Newland
Mr. Van Nierop
Hon. R. D. Ocmahy
Mrs. and Miss Ocmahy
Mr. K. Orr
Capt. S. G. Orr
Mr. W. Parus
Mr. Denton E. Peterson
Mr. W. H. Foxcroft
Mr. J. J. Richards
Mr. S. J. Robins
Mr. L. Hudson
Mr. A. Seaman
Mr. H. Stannus
Mr. and Mrs. Steel
Mr. C. Gordon Smith
Mr. C. F. Smith
Mr. D. A. Santa
Capt. G. A. Smith
Mr. G. H. Stevens
Mr. H. O. Stevens
Mr. J. H. Stevens
Mr. J. H. Stowack
Mr. David Sutherland
Mrs. Thompson & two
children
Mr. M. Underwood
Mrs. F. W. Watts
Mr. W. Weenman
Mr. W. G. W. Wiley
Mr. & Miss Watley
Lanc. and Mrs. Bagnall
Widd
Mr. A. Wright

CLOSING QUOTATIONS.

TUESDAY, 7th August.

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	2/0 $\frac{1}{2}$
Bank Bills, on demand	2/0 $\frac{1}{2}$
Bank Bills, at 30 days' sight	2/0 $\frac{1}{2}$
Bank Bills, at 4 months' sight	2/0 $\frac{1}{2}$
Credits, at 4 months' sight	2/0 $\frac{1}{2}$
Documentary Bills, 4 months' sight	2/0 $\frac{1}{2}$
ON HANKOW.—	
Bank Bills, on demand	2.58 $\frac{1}{2}$
Credits, 4 months' sight	2.58 $\frac{1}{2}$
ON GERMANY.—	
On demand	2.06 $\frac{1}{2}$
ON NEW YORK.—	
Bank Bills, on demand	49
Credits, 60 days' sight	50
ON BOMBAY.—	
Telegraphic Transfer	151 $\frac{1}{2}$
Bank, on demand	151 $\frac{1}{2}$
ON CALCUTTA.—	
Telegraphic Transfer	151 $\frac{1}{2}$
Bank, on demand	151 $\frac{1}{2}$
ON SHANGHAI.—	
Bank, at sight	71 $\frac{1}{2}$
Private, 30 days' sight	72 $\frac{1}{2}$
ON YOKOHAMA.—	
On demand	1 $\frac{1}{2}$ p.c. pm.
ON MANILA.—	
On demand	2 $\frac{1}{2}$ p.c. pm.
ON SINGAPORE.—	
On demand	2 p.c. pm.
ON BATAVIA.—	
On demand	121
ON HAKHOING.—	
On demand	34 p.c. pm.
ON SAIGON.—	
On demand	3 p.c. pm.
ON BANGKOK.—	
On demand	90
SOVEREIGNS, Bank's Buying Rate	52.33
GOLD LEAF, 100 fine, per tael	52.25
BAR SILVER, per oz.	28 $\frac{1}{2}$

PIUM.

Quotations are:— Allow'ce net. to 1 catty.		
Malwa New	\$880	to \$890 per picul.
Malwa Old	\$900	to \$910
Malwa Older	\$930	to \$940
P. P per wrapped	\$870	to —
Persian fine quality	\$910	to —
Persian extra fine	\$950	to —
Fatna New	\$940	to — per chest.
Fatna Old	\$1,020	
Benares New	\$940	
Benares Old	\$ —	

VESSELS EXPECTED

THE FRENCH MAIL.

The M. M. steamer *Yarra*, with the next French mail, left Singapore on Sunday, at 8 a.m., for this port via Saigon.

THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 19th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* left Vancouver for this port via usual ports of call on Monday, the 30th July.

MERCHANT STEAMERS.

The N. P. steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 14th ult.

The N. P. steamer *Bremar* sailed from Portland, Oregon, on the 24th ult. for Japan and Hongkong.

The E. & A. steamer *Airline*, from Sydney, left Port Darwin for Timor, Manila and Hongkong on the 26th ult.

The H. A. L. steamer *Silesia* left Moji on the 1st inst. via Shanghai and Poochow, and is expected here on the 9th inst.

PEERLESS SCOTS WHISKIES.

OF

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at	\$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at	\$19.00

Stop drinking runc, Smoky Stuff, because "it comes through the SODA—
TRY HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured.
Once tried, preferred to all others. Sole Agents for Hongkong.

R. BLACKHEAD & Co.

MITSUI BUSSAN KAISHA

IV
No. 6, ICE HOUSE STREET, PRATA CENTRAL

Head Office :—TOKIO.

Branch Office :—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES :—

Milke Coal Mines,
Kanada Coal Mines,
Hokoku Coal Mines,
Yoshinotani Coal Mines,
Ohnoura Coal Mines,
No. 1, Ohtsuki Coal Mines,
Ichimura Coal Mines,
Kiabima Coal Mines,
Yokio Coal Mines,
Yamano Coal Mines,
Manoura Coal Mines,
The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kangafuchi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Takio Cotton Shipping Mills,
Milke Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills,
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 10th August 1899

NOW READY.

**"MOUNTINGS OF THE NAVY
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